

Muncaster Road Improvements -- No. 509943

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Upper Rock Creek
None

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 8, 2002
7-224 (02 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	743	212	125	406	73	52	281	0	0	0	0
Land	287	1	100	186	186	0	0	0	0	0	0
Site Improvements and Utilities	254	0	0	254	0	15	239	0	0	0	0
Construction	1,596	0	0	1,596	0	260	1,336	0	0	0	0
Other											
Total	2,880	213	225	2,442	259	327	1,856	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,525	213	225	2,087	259	327	1,501	0	0	0	0
Federal Aid	350	0	0	350	0	0	350	0	0	0	0
Intergovernmental	5	0	0	5	0	0	5	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				12	0	0	0	4	4	4	0
Net Impact				12	0	0	0	4	4	4	0

DESCRIPTION

This project provides for roadway improvements along Muncaster Road including horizontal and vertical realignment for approximately 3,300 linear feet from Hollingsworth Drive to the entrance of the Agricultural History Farm Park and replacement of the existing bridge superstructure over Rock Creek. The pavement section will be increased from a 20-foot width to a 24-foot width with 8-foot sod shoulders on both sides. Streetlighting will be provided within the project limits.

Service Area

Redland and vicinity (Rural Policy Area)

Capacity

Average Daily Traffic (ADT) has been projected to increase from the current 9,000 vehicles per day to 14,000 vehicles per day by design year 2020.

JUSTIFICATION

The original master plan scope consisted of a two-lane roadway following the existing alignment from MD 108 to the Agricultural History Farm Park and then turned westward to align opposite Shady Grove Road at Airpark Drive. The reduced scope focuses on the need to provide safety improvements at localized spots. The two locations which exhibited the highest accident rate are included in this project.

Plans and Studies

A 1994 study of the Upper Rock Creek Master Plan reviewed a comprehensive set of issues in regard to the proposed master plan. After public meetings, the scope of this project was reduced from the master plan scope to reduce impacts on adjacent property owners.

Cost Change

Increase due to scope change and higher than anticipated costs for design, land, site improvements, utilities, and construction.

STATUS

Detailed design stage. The project has been delayed by one year to reflect latest final design schedule.

OTHER

The scope has been updated to replace the superstructure of the bridge rather than attempt to salvage the existing steel beams. The construction cost for the replacement of the bridge superstructure and 600 feet of the approach road are eligible for 80 percent Federal funding. The bridge over Rock Creek will be closed for approximately six months. Preliminary design costs were funded from the Facility Planning - Transportation project. The "Intergovernmental" revenue shown in the funding schedule is from WSSC as its share of utility relocation costs.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		1,510
First Cost Estimate		
Current Scope	FY03	2,880
Last FY's Cost Estimate		1,670
Present Cost Estimate		2,880

Appropriation Request	FY03	0
Appropriation Request Est.	FY04	1,210
Supplemental		
Appropriation Request	FY02	0
Transfer		0

Cumulative Appropriation		1,670
Expenditures/ Encumbrances		345
Unencumbered Balance		1,325

Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

COORDINATION

Department of Environmental Protection
Facility Planning - Transportation
Maryland Department of Natural Resources
M-NCPPC
Maryland Highway Administration
Department of Permitting Services
U.S. Army Corps of Engineers
Washington Gas and Light
WSSC
Verizon

MAP

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